Miners' Journal.

POTTSVILLE, PA.

SATURDAY, APRIL 4, 1857.

☞ THE circulation of the MINERS' JOURNAL is equal to the aggregate circulation of any THREE other English papers published in the County—and as it circulates among the best portion of the population, an advertisement inserted in its columns is, of course, worth as much to the advertiser as if published in any three other papers. In our cities the rates of advertising are always graded in price according to the circulation of the paper.

BUSINESS NOTICES.

GIRARD LODGE, No. 53, I. O. of O. F.—See Notice.

MECHANICS' SAVING FUND ASSOCIATION.—See Notice.

GOVERNMENT PERUVIAN GUANO is for sale by B. Bannan.

GARDEN AND FARMING TOOLS. See list for sale by B. Bannan.

REAL ESTATE AGENCY.—See advertisement of Samuel Harte.

SHOE STORE REMOVED.—See Notice of William Smith's removal.

STEAM MILL AND FEED STORE.—See Notice of James Glenn's removal.

VINE GARDENER.—See advertisement of Thomas Rummel, this Borough.

DR. WM. WYTHES will lecture in Port Carbon on Wednesday evening next. See advertisement.

FIVE TEACHERS for the Public Schools of Pottsville are wanted. For particulars see advertisement.

MINERSVILLE WATER WORKS.—Fifteen managers will be elected on the 15th inst. See advertisement.

PENN MUTUAL INSURANCE COMPANY.—We ask attention to the advertisement of this Philadelphia life insurance and trust company.

AUSTIN'S SIX-MINUTE PATENT CREAM FREEZER.—See advertisement of B. Bannan, sole agent for patentee in Schuylkill county.

AGRICULTURAL AND ARCHITECTURAL BOOKS from celebrated authors, up for sale at Bannan's store. Also a work on the Chinese Sugar Cane, and the seed.

PHILADELPHIA AND SUNBURY RAILROAD COMPANY.—The annual meeting of the stockholders of this Company, will be held in Philadelphia on the 27th inst. See Notice.

AN EXTENSIVE SALE of Furniture at Auction will take place on the 8th inst., at the warerooms of Dickel & Mangan, 360 North Sixth street, Philadelphia. See advertisement signed C. J. Wolbert & Co.'.

DRUGS, PAINTS AND GLASS.—We invite attention to the advertisement of French, Richards & Co., Tenth and Market streets, Philadelphia. They have on hand a fine assortment of Drugs, Paints, Oils, Varnishes, &c.

CIRCULAR SAWS, Machinists' Tools, Railroad Spikes, etc., are for sale by Stichter & Thompson, corner of Centre and Market streets. Messrs. S. & T. have a fine assortment of everything in their line of business, and we advise purchasers to give them a call.

THE DISTILLERY which it was contemplated to erect at the lower part of the Borough, is not in progress of erection. Glad of it. We have enough Rum manufactories now in our midst, and the Alms House is full.

THE ADMINISTRATION asserts that the people of Kansas shall have a fair show in the formation of a State Constitution. How this is to be done under the bogus laws of Kansas, we are at a loss to imagine. Pro-Slavery has a foot-hold there in the legislative and judiciary departments. Will not its influence control the election of delegates to the Constitutional Convention?

THE PILL TRADE.—Who could dream of the magnitude such an undertaking as the manufacture of a Purgative Pill assumes when it comes into general use? And how painfully do the following numbers speak of the amount of human sickness and suffering, that little morsel of a remedy goes forth to combat and subdue. Dr. J. C. Ayer of Lowell, manufactures in his laboratory forty gross per diem of his Cathartic Pills, through all the year. This is eight-boxes a minute or one dose a second. We thus find over 43,000 persons swallow this pill every day, or 1,296,000 a month! Physicians think of that! 43,000 patients a day who seek relief from the medical skill of one man. Surely that man should be, as he is in this case, one of the first intelligence and of the highest character.—*Painesville Courier.*

NEW YORK AND THE COAL FIELDS OF PENNSYLVANIA.—An Albany letter to the *Courier and Enquirer*, dated March 24, says:

Mr. Bradford urged upon the Senate the necessity of a survey of a route for the extension of the Chenango Canal, so that the coal of Pennsylvania might be made available for transit by that work, and its revenues (which greatly need it) be enlarged. This concerns the Scranton Company. The Chenango Canal is a work concerning the building of which there would be now but small question. It was ordered in days when the simple strength of the iron bar was but little known, and when Clinton had graven the word Canal so deeply on the State policy that no other improvement could efface it.

New York is reaching for the Coal beds of Pennsylvania with a zeal that will bind that State indissolubly to our own that there will be certainty of her prosperity in business and hope of her improvement in politics. Our people are sending water way and iron way to the mines, and those northern counties which but a very few years since were as desolate as the hermit could desire, are taking rank among the most valuable of all the State. Success to them; the busy miner in the hill is working to light more brilliantly, the poor man's hearth—the busy lumberer in Canada is furnishing the material for the poor man's home.

THE GENERAL BANKING LAW.—The adoption of a system of free banking in this State is advisable, as under the present plan of special banking privileges, there is no security for note-holders whatever. To have a system of free banking in which each institution would have its capital based on legitimate stocks, would give confidence to the note-holders, and banish from existence bogus concerns, whose principal business is "shaving," and whose worthless bills are eventually left unredeemed in the hands of the people. Under a general banking law the worst managed bank in case of failure, would inflict losses alone upon the stockholders, while the note holders and depositors would be secured, and it would be impossible for banks having in view merely speculative purposes to exist. The only opponents of the proposed law are the money-writers of the city press, being either brokers, or controlled by brokers, who are opposed to an increase of legitimate banking as likely to interfere with their business. The interests of the public should be subserved first, then those moneied gentry, many of whom thrive by exorbitant shaves, may seek special protection. The people of Pennsylvania now ask for the adoption of a Free Banking Law, as necessary to their accommodation and protection.

THE UNION CANAL.—On Saturday last, water was let into the enlarged portion of the Union Canal from Reading to Lebanon. By the enlargement the works of the Company are of sufficient capacity to accommodate boats of seventy tons, from the Pennsylvania and Schuylkill canals. The Reading *Journal* says the Union is the oldest canal in the State, and one of the oldest in the country. Originally constructed before much experience was had in canal building, it was soon found to be altogether inadequate to meet the growing trade, and draw business from other channels, through its works. The locks were much too narrow for the boats of the two canals either terminus—and transhipment of merchandise to its own smaller craft was attended with much labor and expense, that the western traders preferred to seek a market at Baltimore, to reach Philadelphia via the Tide Water and Chesapeake and Delaware Canals. Thus the great trade of western trade which would have naturally gone over the Union and Schuylkill Canals, has for years been diverted into another channel.—Simply the defect in the construction of this important link between the Schuylkill and Susquehanna is now remedied—the "Union" is no longer a mere ditch—but a first class work of sufficient capacity to accommodate the first class boats of adjoining canals.

POLITICAL CALENDAR FOR 1857.—A TABLE WORTH PRESERVING.—We subjoin a list, which gives the ages of the respective Presidents at the time of their inauguration:

George Washington,	April 30, 1789—57
John Adams,	March 4, 1797—62
Thomas Jefferson,	March 4, 1801—58
James Madison,	March 4, 1809—58
James Monroe,	March 4, 1817—57
John Quincy Adams,	March 4, 1825—57
Andrew Jackson,	March 4, 1829—62
Martin Van Buren,	March 4, 1837—54
Wm. Henry Harrison,	March 4, 1841—68
James Knox Polk,	March 4, 1845—49
Zachary Taylor,	March 5, 1849—64
Franklin Pierce,	March 4, 1853—49
James Buchanan,	March 4, 1857—65

B. Vice President John Tyler was 51, and Millard Fillmore 50 years of age at the period of succeeding to the Presidency by the death of the incumbent, Harrison and Taylor.

POLITICAL CALENDAR—1857.

April 6, Connecticut Election.
" 15, Hundred days of N. Y. Legislature expire.
May 6, Connecticut and Rhode Island Legislatures meet.
" 5, New Hampshire Legislature meets.
" 4, Independence Day.
" 5, Alabama, Arkansas, Iowa, Kentucky, Missouri and Texas State Elections.
" 6, Tennessee Election.
" 13, North Carolina Election.
June 1, Vermont Election.
" 1, California Election.
" 15, Maine Election.
July 5, Tennessee Legislature meets.
" 6, Georgia and Florida State Elections.
" 7, Vermont Legislature meets.
" 13, Ohio, Pennsylvania and Indiana State Elections.
" 22, Georgia and Florida Legislatures meet.
Aug. 3, New York, New Jersey, Massachusetts, Illinois, Michigan, Mississippi and Wisconsin State Elections.
" 3, Alabama Legislature meets.
" 4, Maine Election.
" 22, South Carolina Legislature meets.
Sept. 7, South Carolina Legislature meets.
" 7, Congress meets.
Oct. 12, Texas and Kentucky Legislature meets.

MINES AND MINING.

Ventilation of Mines.—The recent terrible mine explosion in England, by which over 150 lives were lost in a moment, and the frequent recurrence of such casualties in the coal mines of that country, admonishes us that with the great increase of coal mining in this country the like catastrophes must be expected, if more care be not taken in laying out the workings properly in the first place, so as to secure the requisite ventilation, and in enforcing the regulations necessary for safety amongst the miners afterwards.

The Lund Hill Colliery, where this latest accident took place, has three shafts—an upcast or working shaft, a pumping shaft, and one for ventilation. The shafts are about 40 yards distant from each other, but are situated nearly at the points of an imaginary right-angled triangle, the pumping shaft being towards the west, and the ventilating one in a southerly direction; with the long leg of the triangle between them. The upcast or working shaft is about 226 yards deep, and from it the main levels run nearly north and south for 500 yards, with an inclination or rise of 1 in 14. The principal seam of coal is known as the Barnsley eight feet, or thick bed; there is another, of less importance, known as the Abby mine, which is, however, not nearly so deep. The Barnsley thick bed is regarded throughout as a fiery coal, giving off on occasions explosive gas in considerable quantities. The explosion took place on the 19th Feb., at about half-past 12 o'clock, while operations were suspended for dinner; it was accompanied by a report which was heard for a couple of miles, and the whole neighborhood was shaken as if an earthquake had taken place. The mine has been worked two years; and although, during the time it has been in operation, the average quantity raised has been 600 tons per diem, yet only 13 acres have been "got." Cabules, however, were almost invariably the illuminating power, and safety-lamps were rarely used, the exception only being when it was known that fire damp existed.

On the subject of the cause of the accident, a variety of causes are assigned for the explosion. One letter states, notwithstanding what has been averred to the contrary, that the ventilation has long been deficient—that 200 beings required 600,000 ft. of pure air, when, probably owing to the state of the weather, there was not half the quantity; and reasons are assigned for the ignition of the furnace. Another states that the mine has not been often enough and properly inspected. Mr. Warington Smith observed, some few days since, at the School of Mines, there was scarcely ever a colliery explosion, that there were not numbers of individuals who could tell how the accidents occurred, and were able to provide nostrums for their prevention; but, in his opinion, whenever these lamentable occurrences took place, they could be generally traced to a defective mode of laying out the workings in the first place; and in this opinion most men acquainted with colliery workings will coincide.

If so much depends on laying out the workings aright, how inexcusable, then, it will be for us, if we do not avail ourselves in the opening and laying out of our new mines, of the guides afforded us by the costly experience and the discoveries of generations of miners in other countries, or if we do not take warning from their mistakes and blunders which are every now and then startling the world with the hecatombs of human victims who are sacrificed at the shrines of incompetency, neglect, or a blind adherence to old established systems in violation of the dictates of common sense.—*Mining Chronicle.*

Rather Old Mines.—There is a case now pending before Sir John Patterson, of the English Board of Privy Council, in relation to a dispute which had arisen between the representatives of His Royal Highness the Prince of Wales, and the Duke of Cornwall, on the other, in reference to the revenues of the under sea mines in Cornwall. Some idea of the difficulties which will attend the solution of this knotty point may be formed from the fact, that the documents which are to be submitted extend as far back as 300 years before the birth of Christ. The proceedings in this suit are of a perfectly friendly character, and have been referred to Sir John Patteson in order that any litigation in Chancery may be saved. The Attorney General, the Solicitor General, Mr. W. M. James, and Mr. Willes appeared for the Crown; the Attorney General for the Duchy of Cornwall (Mr. Alexandur, Q. C.), Mr. Garth, and Mr. Hall appeared for the Prince of Wales. No arguments were advanced by the learned counsel, who contented themselves with handing in the documents to Sir J. Patteson. When the right honorable gentleman has duly considered the matter he will make his award, which it is agreed on both sides shall be final.

Extraordinary as the antiquity of these mines may appear, we are assured that mines of a still older date are now profitably worked in Cornwall. Rather encouraging this, for capitalists who wish a permanent property to leave their heirs.

A Costly Shaft.—We notice in the English papers, an account of a shaft recently completed in Wales, at a place known as New Tredegar. Mr. Powell, the owner, had been for years at work, and his outlays and interest up to the time of striking the vein, amount to nearly $300,000.

Gold vs. Iron.—M. de Carnall, inspector of mines in Prussia, sums up the values of all the gold mined during 1854 at £21,000,000 or about $120,000,000. The iron mined during the same year, was valued at from £30,000,000, to £32,000,000, or about $150,000,000.

FOOT-PRINTS OF THE RUM-TRAFFIC.

A HORRIBLE murder in Bridgeport, Conn., has lately come to light. It appears that a man named Blood, in a drunken fit, killed one Wm. Burrill, some five or six days since, and that after he had done the deed and become sober, he confessed the crime to his neighbors. His statement was not credited till the body of the missing man was found in the cellar of the house where Blood resided. He was arrested.

IN Philadelphia on Friday, Catharine Dougherty, aged 28 years, was found dead in Baker street. She was one of the houseless vagrants that haunt that vicinity, and evidently died from intoxication and exposure.

IN Moyamensing Prison last week George Ashlin, a German in a fit of *mania-a-potu*, killed John C. Cary, an Irishman, in a horrible manner.

A REMINISCENCE.—An able New York correspondent of the Milwaukie *Sentinel*, in a strong letter upon the late DRED SCOTT decision, recalls the following interesting incident touching that class of inhabitants who, according to Chief Justice TANEY, "have no rights which a white man is bound to respect:"

During the Revolutionary war there were whole regiments of colored troops. Rhode Island had a colored brigade, in which, if I am not mistaken, the illustrious Greene served in his early career. In the second war with England, companies of colored men were mustered into the service of the United States in this city; and I well remember that, on the return of the U. S. frigate *United States* with the prize, the British frigate *Macedonian*, when the Corporation gave a feast to the whole ship's crew, as the gallant fellows marched up Broadway, a band of some eight or ten stalwart black men, marching in a body, struck my eye. There were other blacks in the procession, scattered here and there, but these were all together. Having an opportunity of asking Commodore Decatur the meaning of this, he said "it is generally was the complement of a particular gun—that certain men were assigned to each gun—that they became proud of their gun—gave names to them, and that emulation among the companies thereon ensued. As to those black men, their gun was called '*Black Bess*'—and a more quickly handled, truly served, and efficient gun, he had not in all his broadside."

It is always gratifying to a publisher to experience commendation. We are almost daily the recipient of letters written upon business matters, but at the same time containing expressions of satisfaction at the course of the *Miners' Journal*, and words of encouragement for the future. A rich reward indeed is ours, to know that we merit and receive the best wishes of those who are an honor to the State, as Freedom-loving, law-abiding citizens; of men who detest oppression in any form, and party machinations, holding fast alone, that which is just and right. The following extract of a letter from a Chester county subscriber, bearing date 26th ultimo, will give an idea of the tenor of similar epistles, which we receive almost daily:

"I am much pleased with the intelligent and independent spirit manifested through the medium of the *Miners' Journal*. To all those interested in any department of the Coal business, your paper I think, indispensable. I feel much cordiality in the noble stand taken in favor of the diffusion of knowledge universally by Common Schools; called common however high their aim and purpose. Let me say that triple alliance, intemperance, slavery and poverty, which is arrayed against almost every thing good and great, meets with that condemnation and rebuke, which ought to be found in the heart of every Christian, and of every person endeavoring to sustain and uphold the principles of a republican government.

Yours, &c.,
E. Y. P."

PENNSYLVANIA LEGISLATURE.

HARRISBURG, *March* 28.—HOUSE.—A bill to incorporate the Tremont Mining Company was reported favorably.

March 30.—SENATE.—A supplement to the Mill Creek and Mine Hill Navigation Railroad Company, passed finally.

April 2.—SENATE.—The following among a number of other private bills passed: To incorporate the Connecticut and Schuylkill Coal and Iron Company; to regulate the manner of voting at general elections in Wayne and Schuylkill counties; to incorporate the Danville and Anthracite Coal Company.

The bill relative to the Swatara Railroad passed second reading.

HOUSE.—A supplement to the act incorporating the Mill Creek and Mine Hill Coal and Navigation Company was reported favorably.

THE MAHOGANY TRADE.—The extent of the mahogany trade is not generally appreciated.—The exports from the port of Coatzacoalcos in Mexico, had in the last year increased to 6,804 tons, and thirty-two vessels were employed. In 1850 only one vessel was employed, and only 230 tons exported.—At the average price of $12 per ton, the value of the exports from that single port, which are estimated at 15,080 tons for the present year, will amount to $180,000. Three-fourths of the wood exported is consumed in the United States, and Americans almost monopolise the business. The Mexican government receives one dollar for every ton exported, and the same for every tree felled.

THE SUPREME COURT AND THE STATE SENATE.—On Monday, the following preamble, and resolution were offered in the Senate, by Mr. Morris of Butler Co. They were referred to a Select Committee:—Whereas, The Supreme Court, ordained by the Constitution to be the highest sanctuary of justice, though the preponderance which the slave oligarchy possesses in its counsels, has become little else than the willing tool of pro-slavery politicians, and has rendered a judgment in the Dred Scott case, which is a more monstrous perversion of truth and right than any to be found in the records of any nation calling itself free and enlightened. Therefore,

Resolved, By the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, that the recent decision of the Supreme Court of the United States, by which the ordinance of 1787, prohibiting slavery in the Northwestern Territory, and the Missouri Compromise, which forever prohibited slavery or involuntary servitude in all that territory, now contained in the Territories of Kansas and Nebraska, are declared unconstitutional and void; and which decides that the National Constitution confers expressly property in slaves, and guarantees that right to every State, as a flagrant outrage upon the sixteen free States of the Union making negro slavery a national institution; and that we believe with Judges McLean and Curtis, that the Court exceeded its jurisdiction in making that decision, and that it has no binding authority on a free people.

THE COAL TRADE.

Pottsville, April 4, 1857.

The quantity sent by Railroad this week is 27,613 18—by Canal 18,176 06—for the week 45,790 06 tons. Total by Railroad 447,849 15 against 415,461 18 tons to same period last year.

The total shipments by Canal are 35,773 15 tons which is an increase. The Canal last year did not open until the fifth of April.

The quantity sent by Railroad last year for the corresponding week, was 41,610 tons—only 4000 tons less than the combined shipments of Canal and Railroad this week.

The demand for Coal continues very limited, and there is no disposition to buy except for immediate consumption. It will take at least three weeks yet to settle the trade down to any thing like a regular business.

The low prices at which some Coal has been offered, (less than the cost of production,) keeps purchasers back; and besides, the stocks are not yet exhausted at some points.

An effort is making by some parties here and at New York, to reduce the price of freight by Canal from $1 90 to $1 80. Several boats were loaded at this rate, one of which, we learn was bored and sunk, and another set on fire at night, but which was discovered in time to prevent any serious damage. At Schuylkill Haven there is a very large fleet of Boats, many of which are loaded, but by some secret influence which seems to control the Boatmen, they are not permitted, or are afraid to depart, until all the shippers agree to pay $1 90 freight to New York.—One operator, who tried to force the freight down, has upwards of twenty boats loaded which are detained. There does not appear to be any open violence used—but the boats do not depart, and no person seems to know by whom, or by what influence, they are controlled. The mass of the trade look on with indifference, and don't care how long the boatmen stop Operators from forcing Coal on the market when not wanted, and thus reduce prices below the paying point. The fact is, the Coal Trade is in a state of *Revolution*—the evils under which it has labored have become *intolerable*—there is a determination on the part of the trade, who have millions of investments at risk, to remove these evils at all hazards. It is a question of success or ruin to many—and, sink or swim, the effort will be made. Those who stand aloof and give aid and comfort the enemy, will reap the reward of the "Cow Boys" in the old revolution, in the estimation of the community. Mark that!

THE miners have turned out at a number of Collieries for higher wages. This is rather earlier in the season than usual, but it is better that these turnouts should take place now than later in the season, when the business is fully under way.—The miners are scarce in this region, and nothing but an advance in the price of wages will bring many back, who have gone away.

THE North Pennsylvania Coal Company has fixed the rates of toll and transportation on Coal from Mauch Chunk to Philadelphia, at $1 90 per ton.

The Coal operators held a large meeting yesterday at the Pennsylvania Hall, at the invitation of Mr. Tucker, who made a report of the state of the trade, and the progress of his negotiations in harmonising the conflicting interests. The Managers of the Reading Railroad desire and will co-operate with the trade. The meeting unanimously expressed their satisfaction with the Railroad Company. No final report was received from the Schuylkill Navigation Company, and the committee was requested to see the Managers again, and receive a final report for the action of the trade. We hope for the future interest of the management of the Schuylkill Navigation Company, that they will be prevailed upon to accede to the reasonable requests of the trade, since the Railroad Company have complied so satisfactorily. It is a matter of history, that no management ever has, or ever can, sustain itself arrayed in opposition to a union of the trade, where the requests made are for the advantages of said trade in which both parties are mutually interested. Such unanimity never existed in the trade before in this county—and we now feel confident that the organization will succeed, in spite of the puny efforts made to thwart it, by two or three black sheep, which are found in almost every flock. The meeting unanimously thanked Mr. Tucker for his efforts in their behalf, and endorsed the following communication, prepared by him for the purpose of removing some erroneous impressions attempted to be made on the public abroad, and desired him to publish it for the information of the consumers:

MR. BENJ. BANNAN:

I laid had the pleasure of seeing you in Pottsville, you informed me that you had observed in some of the public prints, expressions of dissatisfaction towards the new Coal Organization of Schuylkill county, and that you I therefore think it desirable to explain the objects contemplated, which must remove all objections to such an Organization. The chief object to be attained briefly stated, viz.: To offer Coal, at the opening of the business season, at about the average cost of production; and never to let it fall below that price—thus securing stability and permanency of the market. It is expected that the prices will gradually advance as the season progresses—thus to insure a fair average profit. I submit that such a policy will be beneficial

1st, of course, to the producer;

2d, To the dealer, or buyer and seller of Coal;

3d. To the consumer.

To explain my views more fully, I will state—

1st, That the producer of an article of absolute necessity, and for which there is no substitute, at the reasonable price at which Anthracite Coal will be offered under the present Organization, is entitled to a moderate profit. Coal differs from most, if not all other commodities. Each ton produced at the different collieries is at a fixed cost. It is not so with Wheat, Cotton, Sugar, etc. With these, the cost depends, to a certain degree, on the seasons, by which the extent of product, and hence the cost, is governed. Thus the price is, and should be, regulated by the quantity produced. In manufactured articles much depends on the taste displayed in their production, or in a change of fashion, which may require intrinsic values to be sacrificed.

It is not so with Coal. Its consumption depends on no fashion. Its cost is not influenced by changing seasons, by droughts, or excessive rains. For each ton, I repeat, a certain fixed expenditure is required, and for such outlays no consumer would object to pay a fair and reasonable profit. If he does, he would be unreasonable, and therefore should be unheeded.

2d, The dealer, or buyer and seller of Coal, with a business firmly established, and with regular customers, will be benefitted in being relieved from the fluctuations of prices which have heretofore existed. It is comparatively a matter of indifference to him whether he pays 25 cents per ton more or less for his Coal, provided, that if he buys one month, his neighbor and competitor does not buy for less the next. With regularity of prices, the permanent dealer may take advantage of the ever fluctuating rates of coastwise freights, which have at times afforded him the exercise of his assumed superior judgment, or of his command of capital.

3d, The consumer, and particularly the medium classes, who buy their Coal only as they need it, will derive benefit. The dealer, by the regularity in the price, can safely accumulate an adequate supply, as he knows that Coal will not be lower. Excessive prices will thus be prevented. To pay producer, transporter and dealer moderate profits, which is all that should be required on such an article of necessity, Anthracite Coal, need never be at the price of $12 per ton in Boston, as it was in 1852 and 1856, or even at the price of last March. Again, if Coal is sold at a loss, or without profit, for two consecutive years, the capacity of production is diminished, and exorbitant prices, like those of 1854, follow as a matter of course, crippling, for the time, various branches of industry; but, still maintaining the fair average price. Is not, then, regularity far more to be desired? But whether it is or is not, can any one justly complain of the present attitude of the producers? They are just commencing the year's business. They offer the very best quality of White Ash Coal in the cars or boats, at Pottsville, at $2 25 per ton, and the inferior qualities down to $2. No one familiar with the business pretends that with any lower prices the capacity for production of the Region can or will be maintained. The producer thus now offers his Coal at about the cost. He candidly intimates his customer that with regularity he can produce his Coal cheaper—have it transported to market at lower cost—and that he will give both dealer and consumer these advantages. Is there any just cause of complaint in this? But if the consumer and dealer decline and postpone the purchase until a period when it is impossible for the supply to meet the demand, they must not expect the producer, having subjected himself to such delays, losses and disadvantages, to omit to take advantage of the change of market.

The producer knows that the supply for very many years past has not, on the average, for any one year, been more than five per cent. in excess of the demand. He is aware, too, that the sales for the season are limited to one year's consumption, no matter at how low a price the surplus. If any, is offered. In this respect, Coal again differs from most if not all other articles. The cellars of consumers, or the yards of dealers, are not arranged for more than one year's supply. In short, the science of storage would exceed any probable advance in price from one year to another. Therefore, if there is a surplus, it conclusively appears that it cannot be sold at any reasonable price. If we assume that surplus to be 300,000 tons, the Schuylkill Operators, on the average, would be perfectly content to realize a profit of 25 cents per ton or $75,000. But it cannot be sold—and the very attempt to sell it breaks down the market price for the entire production, of the Anthracite Coal Regions, reaching, in 1856, 6,757,542 tons, at least 25 cents per ton, or more than 1½ millions of dollars. Such a quixotic sell can only be avoided by some concert of action; and this is one object of the Association. Each producer knows that if he curtails his production even largely, it has no effect on the market, while he equally well knows that if all curtail ten or fifteen per cent. for a few weeks, it will make a most marked difference. More than nine-tenths (in quantity) of the Operators have therefore delegated to me the power to diminish their production fifteen per cent., whenever I deem it necessary to maintain regularity and stability in the market. They have further agreed, that if at any time such diminution is not sufficient to insure that regularity, a majority of two-thirds (in quantity) may make a further reduction, by which resolution all will abide.

I have thus attempted to state plainly the objects of the Association and the reasons for it. It will be clearly seen that it is no combination to even attempt to obtain exorbitant prices for Coal, but on the contrary, to offer it at the minimum price at which it can be afforded, which will be diminished by the regularity in the business which will be thus secured.

I have no hesitation in recording the opinion that all the Coal that can be mined and sent to market during this coming year will be required. The average increase for the last 5 years has been 584,402 tons per annum. I know of no reason why the consumption of this year should fall below that average. The general depression in the trade last year has been the cause of less preparation in the Schuylkill Region during the past winter than I have ever known. If then, the increase in the demand equals the average of past years it can only be supplied by activity and regularity throughout the entire season. If these views are correct, those who buy early at minimum prices will not need protection. If they are erroneous, they will have the required safety from the action of this Association.

I am, Dear Sir, yours respectfully,
JOHN TUCKER.

Philadelphia, March 31st, 1857.

DELAWARE AND HUDSON COAL COMPANY'S ANNUAL STATEMENT.—The following statement shows the operations of the Delaware and Hudson Coal Company for the past year:

To Coal on hand, March 1, 1856,		$301,881
Mining Coal,		331,550
Railroad transportation and repairs,		303,246
Canal repairs and superintendence,		249,830
Freight of Coal to Rondout,		490,132
Labor and expenses at Rondout,		66,752
Rent, salaries, current expenses, &c.,		29,284
Coal yard and harbor expenses, taxes interest, &c.,		202,674
Depreciation account,		25,000
Together,		$2,500,693
Sales of Coal to March, 1857,	$2,256,093	
Canal tolls,	384,750	
Coal on hand,	741,293	$3,562,051
Resulting profits,		$1,061,358

The profits of the year are 15 per cent. on a capital of $7,500,000.

The above shows a very prosperous statement of the affairs of the company. The tolls received principally for Coal passing through their Canal from the Pennsylvania Coal Company, ($384,750,) more than pays all the current expenses of keeping the Canal in repairs, expenses of transportation over and repairs of their Railroad, and all the rents, salaries, &c., of the Company.

If it is true that the Managers of the Pennsylvania Coal Company have committed the *supreme folly* of selling their Coal, which is limited in supply, at prices reported—all we have to say—God help the stockholders—for the Managers seem determined not to help them. They will have to look elsewhere than to the Coal business for a return for their investments—the dividend sheet *from profits* will prove a *blank*, if we are not greatly mistaken. It is true they cannot get any fresh Coal into market before the first or fifth of May, because the water will not be let into the Delaware and Hudson Canal before that period—but in the mean time, we advise consumers and dealers to buy up all they can get of this Company at the reported rates, and see that their contracts are well secured—*the purchaser cannot run any risk.* The Coal furnished by the Pennsylvania Company is about three-fourths Lump and one-fourth prepared. It is principally sold to steamboats and to manufacturers.

NEW YORK COAL MARKET, April 2d, 1857.—The market has been freely supplied with domestic since our last and prices are lower. The arrivals are large and cargo sales have been made at much easier prices. The accumulation in stock has been quite rapid, and consumers supply themselves sparingly even at the decline. The coastwise demand has been fair, and we hear of cargo sales at $4 75 @ $4 87½; from yard we quote $5 50 for large size Peach Orchard. In Foreign very little has transpired, the supply is moderate, but in excess of the demand a cargo of Picton is reported sold at $5 75, 4 mos. Liverpool, Orrel and Cannel are quiet and prices nominal.

PORT RICHMOND COAL MARKET, April 3, 1857.—The prices have not yet been definitely settled. The present prices for White and Red Ash, range from $3 80 to $4 20 on board—a few cargoes of mixed refuse, and gangway Coal have been offered for something less, but no prime Coal can be produced at a less rate. These are only present prices, and no contracts for future supply are being made at any fixed prices.

Boston Coal Trade.

[*Corrected weekly from the Boston Courier.*]

There have been sales of English Cannel at $12 50 @ $13 custom-house children, cash.

WEEKLY PRICES—PER TON OF 2000 POUNDS.

Schuylkill, white ash,	$5 25	@	$6 00
do red ash,	6 00	@	— —
do lump,	6 75	@	7 00
Lehigh, lump,	7 00	@	7 25
Lackawanna,	5 75	@	6 00

RETAIL PRICES—PER TON OF 2,000 POUNDS.

Cannel,	$13 00	@	16 00
Newcastle, coarse,	12 00	@	— —
do fine,	— —	@	— —
Orrel,	— —	@	— —
Scotch,	12 00	@	— —
Welsh,	— —	@	— —
Cumberland, run of pit,	8 00	@	— —
do fine,	— —	@	— —
do coarse lump,	— —	@	— —
Sydney, coarse,	10.00	@	— —
Pictou, coarse,	7 00	@	7 00
Shamokin,	6 00	@	— —
Lackawanna, lump,	8 00	@	— —
Lehigh and Schuylkill lump,	8 00	@	8 50
John's Lump, (Schuylkill)	8 50	@	— —
Prepared white and red ash,	8 00	@	— —

BY TELEGRAPH.

FRIDAY, 6 O'CLOCK, P.M.

Freights from Richmond to—		
Portsmouth,	2 00	
Boston,	1 75	
Gloucester, (Mass.,)	1 90	
Portland,	175 to 1 80	
Georgetown,	1 00	
East Georgetown,	1 30	
Newburyport,	1 87	
Quincy, (Mass.,)	2 00	
Lynn,	1 75	
Medford,	2 05	
Norwalk, (Conn.,)	1 55	
Providence,	1 30	
Hartford, (Conn.,)	1 75	
Norwich,	1 40	
Grassy Point,	1 15	
Troy,	1 35	
New York,	1 10	
Yonkers,	1 10	
Haverstraw,	1 15	
Verplank Point,	1 15	
Poughkeepsie,	1 20	
Richmond, Va.,	1 00	

By Rail Road and Canal.

Quantity of Coal sent by Railroad and Canal, for the week ending on Thursday evening last:

	RAILROAD.	CANAL.
Port Carbon,	9,110 01	0,254 08
Pottsville,	1,924 08	1,453 00
Schuylkill Haven,	11,858 03	7,854 00
Auburn,	890 07	000 00
Port Clinton,	4,150 19	1,575 00
	27,613 18	18,176 08
Total for the week,	tons,	45,790 06
Total by Railroad in 1856,		447,849 16
Canal		35,773 15
Total by Canal and Railroad,	tons,	483,622 12

Shipments to same period last year:

	WEEK.	TOTAL.
By Railroad,	41,609 18	415,461 18
By Canal,	00,000 00	000,000 00
	41,609 18	415,461 18
		483,623 12
Increase in 1856, so far,	tons,	68,151 14

Schuylkill County Railroads—1857:

The following is the quantity of Coal transported over the different Railroads in Schuylkill county for the week ending on Thursday evening last:

	WEEK.	TOTAL.
Mine Hill and S. Haven R.R.,	23,032 16	141,602 16
Mt. Carbon "	2,656 08	21,031 13
Schuylkill Valley "	5,205 14	41,550 04
Schuylkill Haven & Pt. Carbon "	9,159 02	90,826 16
Mill Creek "	9,087 04	85,285 11
Little Schuylkill "	6,180 10	54,717 07

Rates of Toll and Transportation on RAIL ROAD FOR THE PRESENT.

	From Mt. Carbon.	*From St. Haven.*	*From Pt. Clinton.*	*From Auburn.*
To Richmond,	$1 80	$1 65	$1 55	$1 60
To Philad'a,	1 80	1 75	1 55	1 60
Spring Mills,	1 55	1 50	1 35	1 40
Reading,	1 10	1 05	1 05	1 05

Rates of Toll by Canal for the present.

	From Pt. Carbon.	*Mt. Carbon.*	*S. Haven.*	*Pt. Clinton.*
To Philad'a,	65	64	62	50
Spring Mills,	60	59	57	50
Norristown,	55	54	52	45
Reading,	38	37	35	31

Rates of Freight by Canal.

	From Pt. C.	*& Mt. C.*	*S. Haven.*	*Pt. Clinton.*
To New York,	$1 90	$1 85	—	$1 80
To Philad'a,	90	85	80	80

Lehigh Coal Trade for 1857.

Quantity of Coal sent by Railroad for the week ending on Saturday last:

	WEEK.	TOTAL.
Wm. Milnes & Co.,	1,490 00	22,089 02
Ratcliff & Johnsons,	1,018 09	14,707 13
Parker, Carter & Co.,	1,606 12	16,022 17
N. Y. & Lehigh,	1,474 04	11,055 17
Sharpe, Leisenring & Co.,	1,656 07	15,429 16
German Penna. Coal Co.		1,100 14
Dobbin & Delaven,	30 09	223 02
Hazleton,	457 02	2,868 10
Total,	7,733 03	84,724 00

Rates of Toll and Transportation ON THE LEHIGH VALLEY RAIL ROAD.

Mauch Chunk to Trenton,	2 00	
do Elizabethport,	2 43	

Coal Stocks,

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY THOMPSON & DENGLER, BANKERS.

Railroads.	PAR.	OFF'D	ASK'D
Philadelphia, Reading & Pottsville	50	29¾	29¾
Mine Hill and Schuylkill Haven	50	62½	63
Mount Carbon	50	50	52
Mount Carbon and Port Carbon	50	50	52
Mill Creek	50	50	52
Schuylkill Valley	50	50	52
Lorberry Creek	50	00	00
Swatara	50	7	8
Canals:			
Schuylkill Navigation	50	15½	16½
" preferred	50	25½	25¾
Union